

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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### General

1. All roads in the Indigirka-Kolyma region were of gravel surface; the only paved street was ulitsa Stalina in Magadan.<sup>1</sup> The road from Magadan to Susman (N 62-47, E 148-08) was in good condition; other roads in the area were single-lane and narrow, with many holes and ruts. Roads had turnouts every 100 m, on alternate sides where possible.
2. All bridges were of wood, except the one at Levyy Bereg (N 62-21, E 150-40), which had concrete abutments. All bridges, including the one at Levyy Bereg [REDACTED] were single-lane bridges. Trucks had to cross the bridges slowly, in first or second gear. There were guard rails on both sides of the bridges, and on the rails of bridges over 100 m there were barrels of water and sand boxes. The barrels were placed on alternate sides and held approximately 200 liters. The boxes were approximately the same size and were also on alternate sides, one every 100 m. There were two long-handled shovels near each sandbox. Bridges less than 100 m were called mostik (little bridge).

### The Kulu-Neksikan Road

3. In 1946, a single-lane road was being built from Kulu (N 62-20, E 147-40) to Neksikan (N 62-40, E 147-40), a distance of approximately 120 km (sic). The Kulu Road Construction Directorate (Kulinskoye dorozhnoye stroitelnoye upravleniye - KDSU) was in charge of building the road. At Kulu, there was an old wooden bridge over the Kolyma River, which was single-lane and approximately 250 to 300 m long. There were turnouts every 100 m along the road. The road

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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went over a mountain and crossed a second river, name unknown. By the end of 1946, trucks could travel from Kulu to Neksikan. Some parts of the road were very narrow and steep; one truck carrying 26 prisoners went over a precipice into a ravine. After the accident, it was decided to widen the road by one meter. Women worked on the job of widening the road.

#### The Ust Khandiga-Neksikan Road

4. The road from Ust Khandiga-Neksikan was only four m wide, with turnouts every 100 m; the turnouts were approximately ten m long. The road was in poor condition, full of holes. Traffic on the road consisted of only a few trucks hauling food from ports on the Lena River. The main traffic into the Dalstroy area came from Magadan.
5. There was a large wooden bridge, 350 m long, 15 to 20 km below Oymyakon (N 63-28, E 142-45), over the Indigirka River. The bridge was wrecked in a flood in June 1951. Trucks were taken over the river by ferry, four trucks at a time. The ferry was pulled by a cable.
6. There was a bridge, approximately 100 m long, over the Kurunakhsala River (sic: possibly Kurunakh), near the town of the same name. East of Kurunakhsala, the road remained narrow for another 100 km. It became a two-lane road west of Ardagalakh.
7. The road passed 3.5 km from Ardagalakh but was connected to it by another two-lane road. From this point, the road continued on over another unidentified river and then across the Berelyakh River south of Neksikan. The bridge over the Berelyakh River was 450 m long.

#### Roads from Neksikan

8. A two-lane road went from Neksikan to Levyy Bereg and from there to Magadan. Another two-lane road went west to Arkagala and on to Ust Nera. A narrow, single-lane road went southeast toward Kulu.

#### The Neksikan - Ust Nera Road

9. From Neksikan, the road was two-lane to a point between Arkagala (N63-07, E146-49) and Azerka. Beyond Arkagala, the road went over a low mountain pass and down into Delyankyr (N 63-57, E 145-33). At Arkagala, a short road branched off to the Sugum Uranium Mine.<sup>2</sup> Source did not know the length or width of the road.
10. The road followed the northern bank of the Nera River from Delyankyr until it crossed the river 65 km east of Ust Nera. There was a series of large bridges over the northern affluents of the Nera River.
11. At Burustakh (N 64-27, E 144-43), there were two side roads. One, which was very steep with sharp turns, went to the Pobeda Gold Mine, nine km from Burustakh. The other road went to the Indigirskiy Gold Mine, a distance of 20 km, and from there to the Sokha Gold Mine. From Burustakh, it was 100 km to Ust Nera, 35 km to the Nera Bridge, and 65 km from the bridge to Ust Nera.

#### Roads from Ust Nera

12. A single-lane road ran southwest from Ust Nera for approximately 125 km to the top of a hill. Nine km south of Ust Nera and one km from an airfield, there was a ferry to carry trucks using the road over the Indigirka River. The road divided on the hill, one branch running 25 km to the Ualchan Gold Mine, the other 70 km to the Marshanskiy Gold Mine. Both roads were single-lane and had turnouts every 100 m. At the Ualchan Mine, the road divided again, one part going to the Novopaniylov Mine, a distance of 75 to 80 km, and the other to the Pokrishkin Gold Mine. From Marshanskiy, the road continued to the Tanor Gold Mine, approximately 50 km away, and from there to the Ulskit Wolfram Mine, 40-50 km from Tanor.

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Water and Truck Transport from Ust Nera

13. At Ust Nera, preparations were made to build a bridge over the Indigirka River. In summer 1951, after four days of continuous rain, the river rose eight m and destroyed the preparatory bridge work. The village, normally 1.5 m above the water level, was also flooded and much damage done.
14. There was no road from Ust Nera south to Oymyakon and none north toward Druzhina. In winter, the Indigirka River was frozen, and trucks used it as a road from October to April or May. In summer, the traffic to Moma (Khomu: N 66-27, E 143-10) was by cutter (kater), a motor boat which held 15 people. Traffic was limited because of some rapids which were just above or below the Tebyulyakh Farm. Cutters could pass the rapids in both directions and were also used to pull small barges which held 50 prisoners. There were three or four cutters and five or six barges in Ust Nera. Cutters also went upstream from Ust Nera to the confluence of the Indigirka and Elgi Rivers, at which point, the Elgi was approximately as large as the Indigirka. From that point to Oymyakon, only small boats could navigate. In Moma, cutters were used in summer to transport prisoners to a quarry.
15. Following are some estimated depths for the Indigirka River:
- From the mouth of the river to Moma: Eight m. Sea-going vessels could come as far as Moma.
  - From Moma to Ust Nera: Eight m; traffic was hindered by the rapids.
  - From Ust Nera to the Elgi River: Six m.
  - From the Elgi River to Oymyakon: Four m.
  - Above Oymyakon: Less than two m; only small rowboats were used. The distance from Oymyakon to the headwaters was 30 km. People sometimes built rafts for use on the upper reaches.


Reindeer Trail

16. There was a reindeer trail from the headwaters of the Elgi River, possibly near Ualchan, to Tompo. Horses were used in summer and reindeer in winter to carry mail and other small items. The distance was 400 km by the trail and 700 km by road.

Airfield

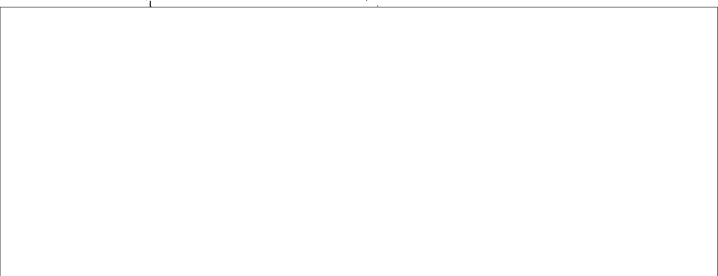
17. There were airfields at Seymchan (N 62-53, E 152-26) and Palatka (N 60-10, E 150-45).

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1.  Comment: This report should be read in conjunction with a sketch of the Indigirka region which shows the roads discussed here.

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